

F00002

F00002

NOAA FORM 76-35A	
U.S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION NATIONAL OCEAN SERVICE	
DESCRIPTIVE REPORT	
Field Edit	
Type of Survey .....	
Field No. ....	F00002
Registry No. ....	
LOCALITY	
State .....	OREGON
General Locality ..	BROOKINGS
Sublocality ..	CHETCO COVE
19 34	
CHIEF OF PARTY	
LIBRARY & ARCHIVES	
DATE .....	

NOTE: A new system for registering Field Examinations (FE's) was established in 1980. All FE's are now consecutively numbered as shown hereon. The date shown in the new format is the actual date of survey. This material was previously registered as:

FE. NO. 98 1934



June 9, 1934  
Brookings, Oregon

To: The Director

U.S. Coast and Geodetic Survey  
Washington, D.C.

From: G.C. Jones H. and G.E.

Subject: Second preliminary report-special examination Chetco Cove, Brookings, Ore.

There is forwarded herewith tracing of boat sheet soundings (reduced). No wire drag examination has been made and if launches are not available today for use during the early morning calm tomorrow (June 10th) no further wait will be made. The hydrography this morning was made with the one boat in the cove—a small and extremely unwieldy craft. Better development would have been made had any other boat been available.

It is desired to call attention to the following soundings:

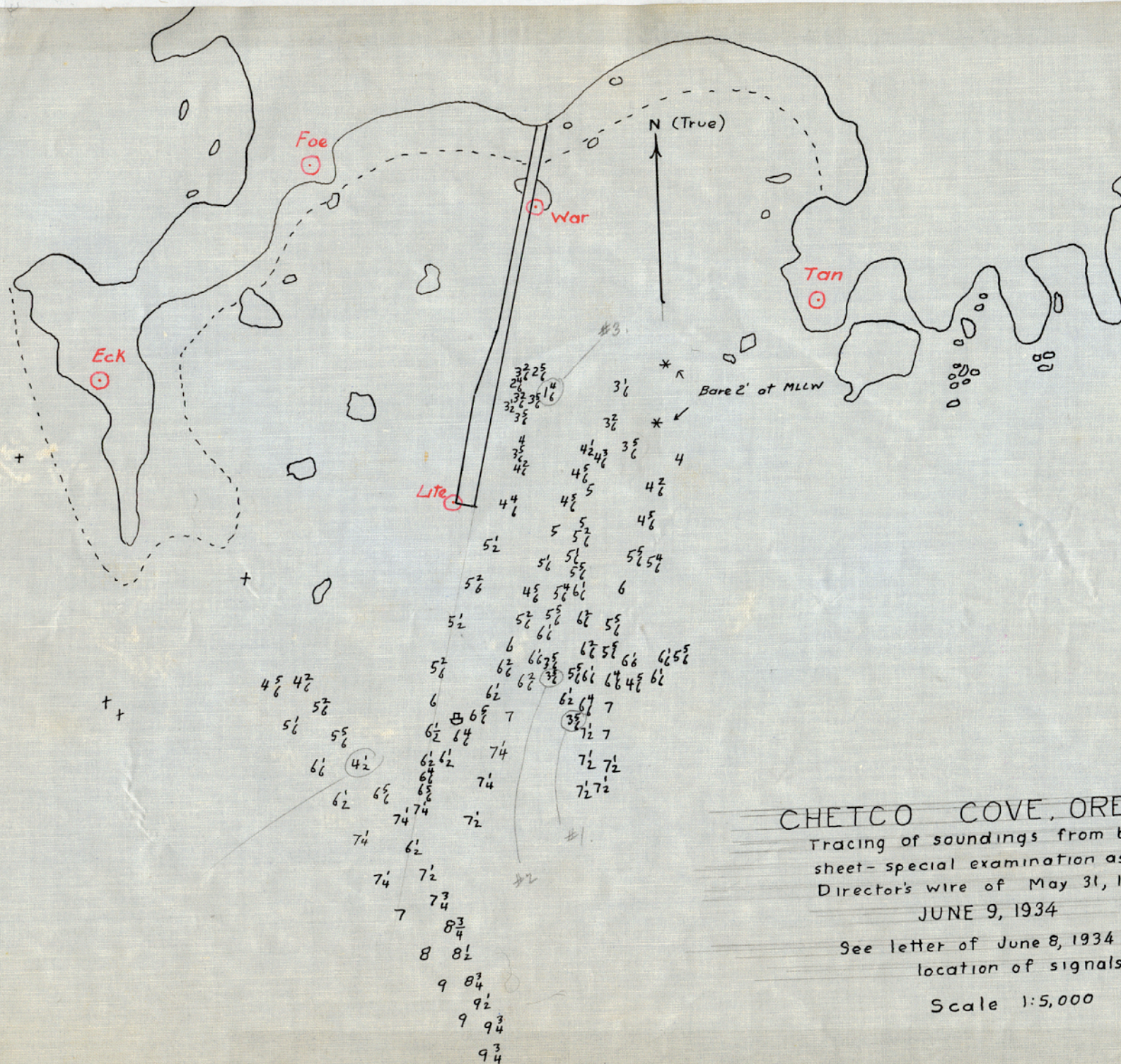
- 1) The 3 5/6 fm. sounding 234 meters S 25 degrees W (true) from  $\odot$  Lite is probably on the anchor for the mooring buoy now gone. Mr Ward informed me that these anchors were concrete with long shanks and that they were large enough to make it possible to strike with leadline.
- 2) The 3 5/6 fm. sounding 183.5 meters S 25 degrees W (true) from  $\odot$  Lite verifies the 3 4/6 fathom sounding on the photostat of sheet H 4877.
- 3) 1 4/6 fm. 135 meters N 42 degrees W (true) from  $\odot$  Lite. This sounding does not appear on any previous survey.
- 4) The points on the photostat circled for special attention were examined as thoroughly as practicable by drifting and dragging lead. Nothing less than the sounding indicated was found, in fact generally more. As these were sharp pinnacles blasted down and inspected by a diver it is recommended they be accepted.
- 5) The mooring buoy shown on the tracing is the only one now remaining, the others having been removed.

Smooth sheet and triangulation computations will be forwarded as soon as they can be prepared.

Hydrographic stations Lite and WarC are identical with those of the same names on sheet H 4877. The others were located from plane coordinates by W.J. Ward, Brookings, Oregon, but triangulation location will be available for smooth plotting. See letter of June 8, 1934.

G.C. Jones  
Lt.-Comdr., C. & G. Survey.





# CHETCO COVE, OREGON

Tracing of soundings from boat  
sheet - special examination as per  
Director's wire of May 31, 1934

JUNE 9, 1934

See letter of June 8, 1934 regarding  
location of signals.

Scale 1:5,000



DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY  
WASHINGTON, D. C.

May 29, 1934.  
(Date)

- ☐ Priority  
☒ Rush  
☐ Routine

WAR DEPARTMENT MESSAGE CENTER:

Please send the message between the horizontal lines below for this Bureau, under the classification checked, and return the copy next attached to this office in the envelope herewith, noting the following information on the copy returned:

Received \_\_\_\_\_  
(Give date, hour, and minute)

COAST

SAN FRANCISCO

ADVISE HARDY DETAIL JONES TO PROCEED WITH PARTY BY TRUCK TO BROOKINGS  
OREGON AND MAKE WIRE DRAG EXAMINATION CHETCO COVE AS NECESSARY TO CHECK  
LOCAL SURVEYS VICINITY MOORING BUOYS AND WHARF STOP AREA INVOLVED DOES NOT  
EXCEED ONE SIXTEENTH SQUARE MILE COMMA DRAG DEPTHS NOT OVER SIX FATHOMS STOP  
BELIEVED ONLY LOCAL SMALL BOATS REQUIRED STOP HE SHOULD OBTAIN DETAILS OF  
REQUIREMENTS FROM W J WARD AT BROOKINGS STOP DATA AND COPY OF CORRESPONDENCE  
RELATED TO SURVEY WILL BE MAILED TO HIM AT BROOKINGS TODAY STOP REPORT ON  
RESULTS EXAMINATION DESIRED BY JUNE FIFTEENTH

PATTON



★ ( ) OREGON—Coos Bay and Isthmus Slough—Channel depths.—The following table shows the depths at mean lower low water in the improved channels of Coos Bay and Isthmus Slough:

COOS BAY AND ISTHMUS SLOUGH CHANNEL DEPTHS

Tabulated from surveys by the Corps of Engineers—Reports to May 1963 and surveys to April 1963

Controlling depths in channels entering from seaward in feet at mean lower low water					Project dimensions		
Name of channel	Left outside quarter	Middle half of channel	Right outside quarter	Date of survey	Width (feet)	Length (nautical miles)	Depth M.L.L.W. (feet)
Entrance Channel	31.0	28.5	28.5	4-63	-----	1.5	40-30
Thence to North Bend	25.0	26.0	26.0	4-63	300	3.5	30
North Bend to Coos Bay	26.0	27.5	27.0	(2-62; 4-63)	300	3.4	30
Coos Bay to Isthmus Slough	30.0	30.0	30.0	12-62	300	0.6	30
Isthmus Slough	*11.5	*14	*9	6-58; 2-61	150	1.9	22

\* With local knowledge a depth of 20 feet was available through this reach.

Note.—The Corps of Engineers should be consulted for changing conditions subsequent to the above.

(Supersedes N.M. 5(567) 1963. )

(N.M. 25/63.)

(O. & G.S. CL-500/63.)

O. & G.S. Chart 5984.

O. & G.S. Coast Pilot 7, 1959, page 181.



Oakland, Calif.  
June 13, 1934

Report on special examination- Chetco Cove.  
June 5 to 9 , 1934.  
G.C. Jones H. and G.E.  
In charge of sub-party.  
Director's Telegram May 29, 1934

In accordance with above telegram, party consisting of two officers, one engineering hand, and two hands proceeded to Brookings, Oregon on June 4th and 5th , 1934. That was the earliest possible date due to necessity of securing drag gear from Ship Guide, assembling and preparing same, advertising for truck, and other preparations. The preliminary work was expedited as much as possible, but bids for launch charter were opened on June 1st which required some time for inspection and current contracts for drag gear construction and some matters at the San Francisco Field Station required time particularly in view of my impending departure.

Immediately on arrival contact was made with Mr. Ward, who had also been asked for further information by wire. Mr. Ward had supplied same and had requested telegraphic information regarding launch needs, which had been supplied. After that consultation and receipt of photostat and other information from the Director, field work on signal building, etc. and office work on preparing a sheet were started at once. On June 7th observations were made to correlate the coordinate system of Mr. Ward and the U.S.C. and G.S. Datum. That work was completed in one day.

On receipt of my telegram of June 4th Mr Ward had notified launches then at Crescent City, Calif. and had daily expected them to arrive. It was then learned that the operators of the launches had thought it unsafe to put to sea. On June 8th the launches had not arrived and a launch lying in Chetco Cove was utilized for such examination as could be made with it. It was nearly unmanageable and the hydrography was not as thorough as was desired but was adequate to check the points noted on photostat forwarded by Office. The results of this examination are given in my preliminary report of June 9, 1934.

The launches for dragging did not arrive on June 9<sup>th</sup>. As dragging was out of the question except in the early daylight hours (4 A.M. to 9 A.M.) that meant that no drag examination could be made before June 11th and not then unless the weather moderated enough to allow the launches to come up from Crescent City. For that reason and also because Mr. Ward had informed me that the spots marked for examination had been examined by a diver, it was decided to wait no longer for drag launches and the party left Brookings on the evening of June 9th arriving at Oakland on June 10th. Further reason for terminating the work on that project lay in the fact that results secured on June 11th or later could not reach Washington by June 15th, even though sent by air mail after reaching Portland or San Francisco. Further various matters connected with the San Francisco Field Station, construction of drag gear, and chartering and outfitting drag launches demanded attention.

Forwarded, approved:

*F.H. Hardy*

F.H. Hardy  
Chief of Party C. and G.S.  
Commanding Ship Guide

*G.C. Jones*  
G.C. Jones, H. and G.E.  
C. and G.S.  
In charge of sub-party



Brookings, Oregon

June 8, 1934

U. S. COAST & GEODETIC SURVEY  
LIBRARY AND ARCHIVES

JUN 13 1934

Acc. No. \_\_\_\_\_

To: The Director  
U. S. Coast and Geodetic Survey  
Washington, D. C.

From: G. C. Jones, H. and G. E.

Subject: preliminary report-special examination Chetco Cove, Brookings, Oregon

Weather conditions are such that it appears improbable that all field work, computations, plotting etc. can be completed and data furnished in time to reach Washington by June 15 as required to comply with the Director's telegram.

For that reason the following information is furnished in advance in order that the soundings on the local survey can be utilized. In the table below, plane coordinates for six stations are shown on the coordinate system used by Mr. Ward. Three of these stations appear on the photostat of sheet H 4877. They are hydrographic stations Lite and War and triangulation station N.E. STACK 1924. The other three are marked stations in the local scheme. Their numbers correspond with the colored pencil numbers shown on the print. The point on Square Rock circled on the print furnished this party is not marked, and is not located either by us or the local survey.

Station 1 Tanbark point	Latitude 23739.669 ft.	7235.9 meters
	Departure 49503.8 ft.	15088.8 meters
Station 4	Latitude 24232.1 ft.	7386.1 meters
	Departure 47962.1 ft.	14619.0 meters
Station 3 Chetco Point	Latitude 23609.6 ft.	7196.3 meters
	Departure 47294.8 ft.	14415.6 meters
Station War	Latitude 24076.2 ft.	7338.5 meters
	Departure 48648.8 ft.	14828.2 meters
N.E. Stack 1924	Latitude 25856.5 ft.	7881.2 meters
	Departure 47697.5 ft.	14538.4 meters
Station Lite	Latitude 23182.0 ft.	7065.9 meters
	Departure 48344.7 ft.	14735.6 meters

Lists of directions for location of the other points are enclosed. Neither Director's telegram nor information from Mr. Ward by letter indicated need of triangulation and no tables for computing these points are available here. It was intended to strengthen these locations by having at least one quadrilateral but that was found to be impracticable on account of the excessive clearing required.

Repetitions were taken with a 5 inch Berger transit furnished by Mr. Ward.

It was also hoped to furnish preliminary report of hydrographic examination at this writing but no launches have thus far been available. Northwest winds have been far too strong for work during the day but something could be done between four and eight A.M. and possibly an hour after sunset if launches were available as promised since June 4th. Since the few hours of usable weather were utilized on triangulation and other preparations the lack of launches was not serious until this date.

Respectfully Yours

G. C. Jones  
Lt. Comdr.  
C. & G. Survey

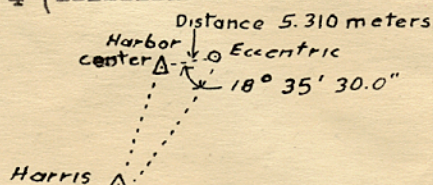
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# LIST OF DIRECTIONS

## AT STATION $\Delta$ HARBOR ECCENTRIC

HARRIS  $\Delta$ -----00°00'00"  
HARBOR (True) distance 5.310 m 18 35 30.0  
① LITE(signal at end of dock)----329 53 56.4 (Sheet H 4877)  
No. 1 ( Tanbark Point )-----331 03 00.1  
No. 3 ( Chetco Point)-----332 26 43.4  
No. 4 (-----334 21 36.1



Eccentric station observed from both HARRIS and No. 3 (Chetco Point)  
is same as eccentric station occupied at  $\Delta$  Harbor.

## AT STATION $\Delta$ HARRIS

HARBOR (Eccentric)-----00°00'00"  
No. 3 (Chetco Point)-----40 00 38.8

## AT STATION NO. 3 (Chetco Point)

HARRIS-----00°00'00"  
N.E. STACK-----44 01 00.0  
No. 4 -----80 54 26.9  
HARBOR(Eccentric)-----112 25 58.5  
No. 1 ( Tanbark Point)-----120 34 28.8  
① LITE(signal at end of dock)--145 55 15.7 (Sheet H 4877)  
ST. GEORGE REEF L.H.-----231 00 15.0

Obs. by I. T. S.  
Comp " I. T. S.  
V " G. E. L.



7512

IN REPLY ADDRESS THE DIRECTOR  
U. S. COAST AND GEODETIC SURVEY  
AND NOT THE SIGNER OF THIS LETTER

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY  
WASHINGTON

4  
81

AND REFER TO NO. 22-AHH  
720 Vc 5

June 20, 1934.

To: Chief, Division of Charts.


From: Chief, Division of Hydrography and Topography.

Subject: Examination of Chetco Cove, Oregon.

On May 28, a letter was received by special messenger from Senator Steiwer dated May 26, (copy attached) requesting that surveys, made by a local surveyor in Chetco Cove, Oregon, be checked. After examining our own surveys and comparing them with the local survey, it was decided that a drag examination would be necessary and on the following day telegraphic instructions were sent to the Commanding Officer of the GUIDE to detail G. C. Jones to this work. A copy of the instructions has been furnished you.

Jones did not make the drag examination although equipment was, or would soon have been made, available for him. To this division, the manner in which he handled the assignment is unsatisfactory. He did, however, examine the shoal spots shown on the local survey. Two of his preliminary reports have been furnished you. His third and final report is attached hereto together with all his records.

In view of the promise made to Senator Steiwer, it is requested that an immediate examination be made of his work and a decision reached as to how far we may go in vouching for the local surveys or to what extent we can stand back of our chart of Chetco Cove.

act.   
Chief, Division of  
Hydrography & Hydrography.

Enclosures.

## CHARTS -

To accompany  
letter from Chief, Division H.H.T.  
June 20 regarding  
examination made  
in Chetco Cove, Oregon.

Records to be returned  
to Library for registering  
after examination is  
made.

H.H.T.  
/



22-AHH  
720 Vc 5

7313  
June 20, 1934.

To: Chief, Division of Charts.

From: Chief, Division of Hydrography and Topography.

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Chief, Division of  
Hydrography & Hydrography.

Enclosures.



COPY

May 29, 1934.

Honorable Frederick Steiwer,  
United States Senate,  
Washington, D. C.

My dear Senator:

I have your letter of May 26 and I am pleased to inform you that by making a slight rearrangement in our present plans for surveys on the Pacific Coast we will be able to check the local surveys of Chetco Cove, Oregon.

The nature of this work will require the use of the wire drag and it will take a little time to assemble the necessary equipment. I feel, however, that with the anticipated amount of cooperation from local interests, we will have the work accomplished before the middle of June.

If I can be of further assistance to you please do not hesitate to call on me.

Respectfully yours,

Director.

cc The Inspector,  
San Francisco Field Station.



COPY

Received in  
Office  
May 28

UNITED STATES SENATE

May 26, 1934.

Honorable R. S. Patton  
Director, Coast and Geodetic Survey  
Department of Commerce  
Washington, D. C.

My dear Mr. Patton:

I have been asked by the citizens of Brookings, Oregon to inquire if it would be possible for the Coast and Geodetic Survey to check the surveys that have heretofore been made of the Chetco Cove (Harbor), Oregon. This is an emergency matter as I understand large steamers will not use the present port facilities until the local surveys have been checked and an official statement issued regarding same. Immediately after this is done commerce will be resumed at this point and all of Southern Oregon will be benefited.

May I ask that careful consideration be given to the above request and that I be advised in the premises at your earliest convenience.

Yours sincerely,

(Sgd.) Frederick Steiwer,

By special messenger



## DIVISION OF CHARTS

22-AB  
1995 GU 4

June 16, 1934.

To: Lieutenant Commander G. C. Jones,  
U. S. Coast & Geodetic Survey,  
Brookings, Oregon.

From: The Director,  
U. S. Coast & Geodetic Survey.

Subject: Field Work.

Receipt is acknowledged of your letter of June 8, giving preliminary report on field work in Chetco Cove.

If you have not completed the drag investigation and left Brookings by the time this letter is received you will please accomplish enough control work to permit computing at least two of the control stations used on the local survey and shown on the print forwarded with your letter. While it is not necessary that the positions be computed before submitting the report they should be computed later and the records submitted in the usual manner. Field work in connection with the triangulation should not be permitted to delay the drag work, results of which are desired at the earliest possible date.

You will submit telegraphic (night letter) report on the drag examination including a statement in the following form: "Drag examination shows no dangers other than indicated on print local survey forwarded my letter June eight except as follows". Any dangers not shown on the print should then be furnished giving latitude, longitude, datum and depth at mean lower low water.

Acting Director.



IN REPLY ADDRESS THE DIRECTOR  
U. S. COAST AND GEODETIC SURVEY  
AND NOT THE SIGNER OF THIS LETTER

AND REFER TO NO.

22-AB  
720 Vc 5

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

WASHINGTON

June 15, 1934.

To: Chief, Division of Charts.  
From: Chief, Division of Hydrography & Topography.  
Subject: Survey of Chetco Cove, Oregon.

On May 29 we instructed G. C. Jones to do some wire drag work in Chetco Cove as indicated on attached copy of telegraphic instructions. He has made a preliminary report which is attached. It is suggested that his letter be filed as Chart Letter together with attached blue-print. These data may be required to correct the chart after he completes drag investigation.



Chief, Division of  
Hydrography & Topography.

C O P Y

June 27, 1934

Honorable Frederick Steiwer,  
United States Senate,  
Washington, D. C.

My dear Senator:

Referring to your letter of May 26 requesting the Coast and Geodetic Survey to check the local surveys of Chetco Cove, Oregon, and to my reply of May 29, stating that arrangements had been made to comply with your request, I have to inform you that the necessary field examination of the area has been made.

After a careful study of the results of this examination, as well as of our previous surveys and of the local survey, I regret to inform you that there are certain dangers to navigation in this locality which are not indicated on the local survey.

The new critical soundings of importance to the navigator interested in mooring his vessel off the wharf in Chetco Cove are indicated on the attached section of chart No. 5896. Supplemented with these additional soundings the chart now shows the most reliable information available. There is evidence to indicate that certain of the new soundings which constitute dangers to navigation were taken on the tops of large concrete blocks established at some previous date as anchors for mooring buoys.

If I can be of further assistance, please do not hesitate to call upon me.

Respectfully yours,

/signed/ R. S. PATTON

Director.

cc San Francisco Field Sta.  
Seattle Field Sta.  
Ship GUIDE  
Div. of Charts